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Temporary Debris Reduction Site (TDRS) Briefing

Process for setting up a TDRS

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Environmental Concerns

- At a minimum a Phase 1 assessment should be completed either prior to opening the TDRS or at the inception of the project. The Phase 1 is to identify any previous environmental issues at this site that may impact short or long term usage of the site. The Phase 1 also establishes wetland boundaries and areas that must be avoided.
- Sites for C&D may require additional ground water sampling, the need will be established from the initial Phase 1 assessment.
- Delineate all sensitive areas with a barrier.

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Setting up the TDRS

- There are many factors to consider:
  - Site Entrance
  - Tower Erection and Location
  - Traffic Control inside the site
  - Location of dumping area
  - Exit area

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Site Entrance

- There are two types of debris sites used for disposal of storm related debris, existing landfills for permanent disposal and temporary debris reduction sites (TDRS's). Existing landfills generally have a safe acceptable entrance.

- When choosing the site entrance first look for areas that are free from overhead and underground utilities. If the entrance is limited by utilities, attempt to have the utilities covered or relocated. When possible locate the entrance in an area that will have the least impact on existing roadways and intersections adjacent to the site. Traffic control devices must be used at the site entrances and full time flaggers may be necessary. Base material may be needed to firm up the entrance; large vehicles will need a firm area to turn. The entrance will require maintenance on a routine basis.

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Tower Erection and Location

- The tower must be built to USACE specifications (Next Slide). Towers should be continually inspected. Tower must be anchored either by tie down cables or concrete footers. Tower shall be protected with barriers on all corners that are exposed to mobile equipment or vehicles.

- The tower should be placed on the driver's side of the entrance road when possible. When possible, place tower far enough away from the site entrance to allow multiple trucks to be in line between the tower and the site entrance and not back up past the site entrance and into the roadway. Place tower in area away from standing water on firm ground. Tower must be anchored either by tie down cables or concrete footers.

- When possible, place tower on a straight roadway, avoid placing towers in areas that require trucks to turn as they approach. Try to use areas that have ample parking of personnel vehicles. Place port-a-lets in areas away from active traffic and behind protective barrier when possible.

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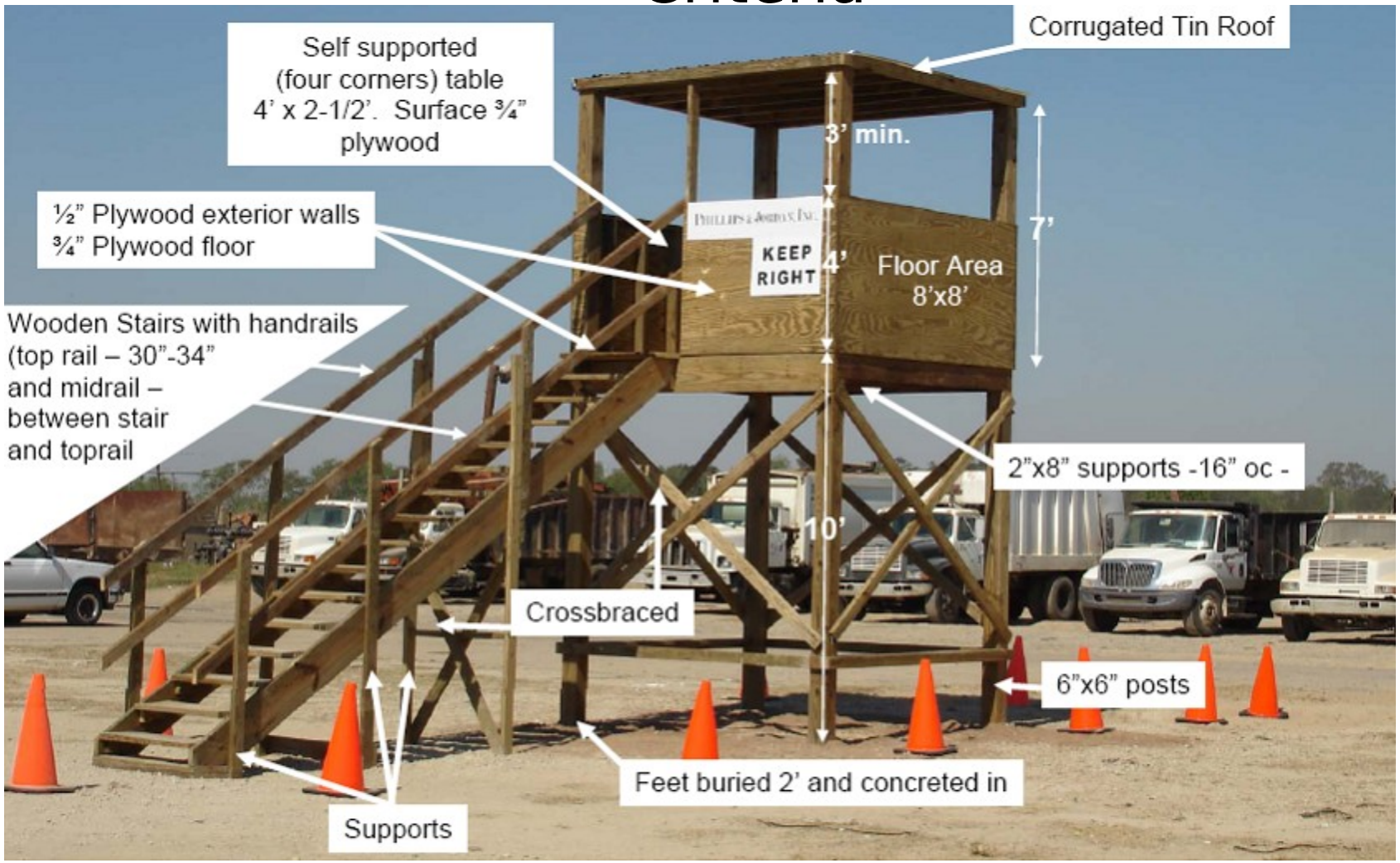
Debris Observation Tower Construction Criteria



Tower must be protected on all sides exposed to vehicle and heavy equipment traffic. Tower stairs must have skid proofing applied to prevent slip, falls. Roofs tilted and overhung

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Traffic Control inside the Site

- Establish a written traffic control plan (TCP) for the entire site. Below are examples of items that should be included on the TCP. Directional signs should be placed throughout the site. This is most important at sites with multiple dumping areas and/or multiple contractors. Speed limit signs should be posted at the sight entrance and/or beyond the inspection tower. If site has specific hazards proper signage may need to be added, for example overhead power lines, underground utilities, or environmentally sensitive areas. When possible, the traffic should flow one way to avoid vehicle intersections.

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Location of dumping areas

- Primary dumping areas should allow for vehicles to safely access and egress in a controlled manner. Spotters/Flaggers should be utilized to back trucks for unloading. Trucks must have proper spacing between one another when dumping their loads. Distance between trucks should be at least the height of the truck bed while dumping. Site managers must maintain truck separation.

- Debris reductions areas must be located a safe distance away from active dumping areas. Mechanical grinding and shredding operations shall be conducted at least 300 ft from other operations. Distances may vary depending upon the manufacturer recommendations.

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Exit roads

- If the exit road is separate from the in bound inspection tower a 2nd tower must be erected to verify that each truck completely empties their load prior to leaving the site.
- Exit roads must be maintained and properly wetted to keep the dust down.